



TRIUMPH
MAYFLOWER
CLUB



**FLOWER
POWER**

THE TRIUMPH MAYFLOWER CLUB

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When writing to a committee member and you require a reply, please enclose a stamped self-addressed envelope.

Please note that all the above committee members fulfil their posts in their spare time and not as a full time occupation. So when contacting them other than by letter, please ensure that you choose a reasonable time of day.

SUMMER ISSUENO. 43 - AUGUST 1986EDITORIAL

Quite the most difficult part of assuming editorship of Flower Power has been writing this editorial. As a picture framer and Art gallery proprietor I find myself eminently qualified for the post; the comparison brings to mind the iceberg spotter on the Titanic who left his white stick and guide dog at Southampton.

I hope you will bear with me for an issue or two if the magazine does not come up to the standard set by Malcolm in his period of tenure; I can only promise to do my best.

Having received the accumulation of paper relating to the job from Malcolm, I had a pleasant surprise whilst browsing through the copies of the Standard Review of the late 40's and early 50's. I gleaned that the Mayflower was introduced to the general public at the 1949 Motor Show which was opened on the Wednesday of the third week in October as usual. That date happened to be the 19th.

Maybe I am qualified in some small way to do this job. I was born on the same day.

FORTHCOMING EVENTS

- | | |
|--|---|
| 6-7th Sept | Best of British and Best of Europe Vehicle Spectacular
Southmere Park, Thamesmead, London SE2 |
| 13th Sept | Triumph Sports Car Club Bristol Rally and Concours
Ashton Gate, Bristol |
| 13th Sept | STIR 86. The eleventh Standard Triumph International Rally to be held at Coughton Court near Stratford on Avon. See previous issue for entry form. |
| 25th Sept | 17th Merton Concours d'Elegance
Morden Park, Surrey |
| 27-28th Sept | 5th Northern Classic Car Show sponsored by Practical Classics. Advanced bookings can be made to:-
Northern Classic Car Show, P.O. Box 20,
Fishponds, Bristol BS16 3EY, Avon
enclosing cheque/P.O. for £2.75 ea |
| Hopefully we will have two 'Flowers on the stand | |
| 3-5th Oct | Round Britain Reliability Run. Tenth running of this unique event organised by the North London Branch of Club Triumph. London - John O'Groats and Lands End |
| 4-5th Oct | Malvern Motoring Event. Sponsored by Exchange & Mart. At Three Counties Showground, Worcester. Entry charge £2.00 per day. Auction mid afternoon 4th Oct (Sat) |
| 5th Oct | Mayflower Project/Bristol Museum - Bristol Docks
See article on page 4 |

WOMEN and their WHEELS

Buying a car is just as much of a personal statement for women as it is for men -- and they love their machines, whether old or new

"Women are very discriminating shoppers. Women are used to going to market. They apply the same discipline when buying a car."

Jim Hartford, Ford Motor Co.

"The most important factors for shopping for a car for women are a car's reliability (98 per cent), value for money (87 per cent), durability (87 per cent), and safety features (81.5 per cent)."

Canadian Woman and Her Car: A Different Love Affair, a 1985 study from the Chateleine Research team

By Cathy Dunphy Toronto Star

Oh yeah?

Then how come a smart and successful businesswoman like Mary McDonald has just bought a 1978 silver-and-black Cadillac Seville — one with wire wheels?

And why did clothing store owner Beth Brady, businesswoman and mother of two, lose her composure right on Yonge St. and drape herself all over the hood of a black MGB convertible in the used-car lot of the Saab On Bay dealership?

Because women also love cars, that's why.

Aerodynamic stylings

They've always loved 'em, and they've always bought 'em; even during all those years when salesmen chanted the merits of turbo-charged engines and aerodynamic stylings to the man of the house, ignoring the woman sitting there listening quietly but intently.

In the United States, women buy 42 per cent of the cars sold every year, spending about \$46 billion last year. In Canada, women buy at least 30 per cent of the cars sold — a conservative estimate, according to the Canadian Automobile Association.

And they don't always expect them to

□ Model Arlene Pastor, 27, loves the Jeep she bought last year because it's one tough car, always gets her where she's going, and also earns respect.

"The jerks who used to bother me on the road when I drove my Buick don't any more. They're not going to mess with a Jeep," she says.

□ Teacher Noreen Baker, 45, drives a silver '76 Corvette — the kind of car she has craved since she was a kid in Ajax, and watched them flash by on Highway 401.

And since '78, she's had it — even though she says it's sometimes "like a wild horse" to navigate in winter. Still, the kids at the Toronto inner-city public school where she teaches love it, and so does she. "It makes me think I've made it."

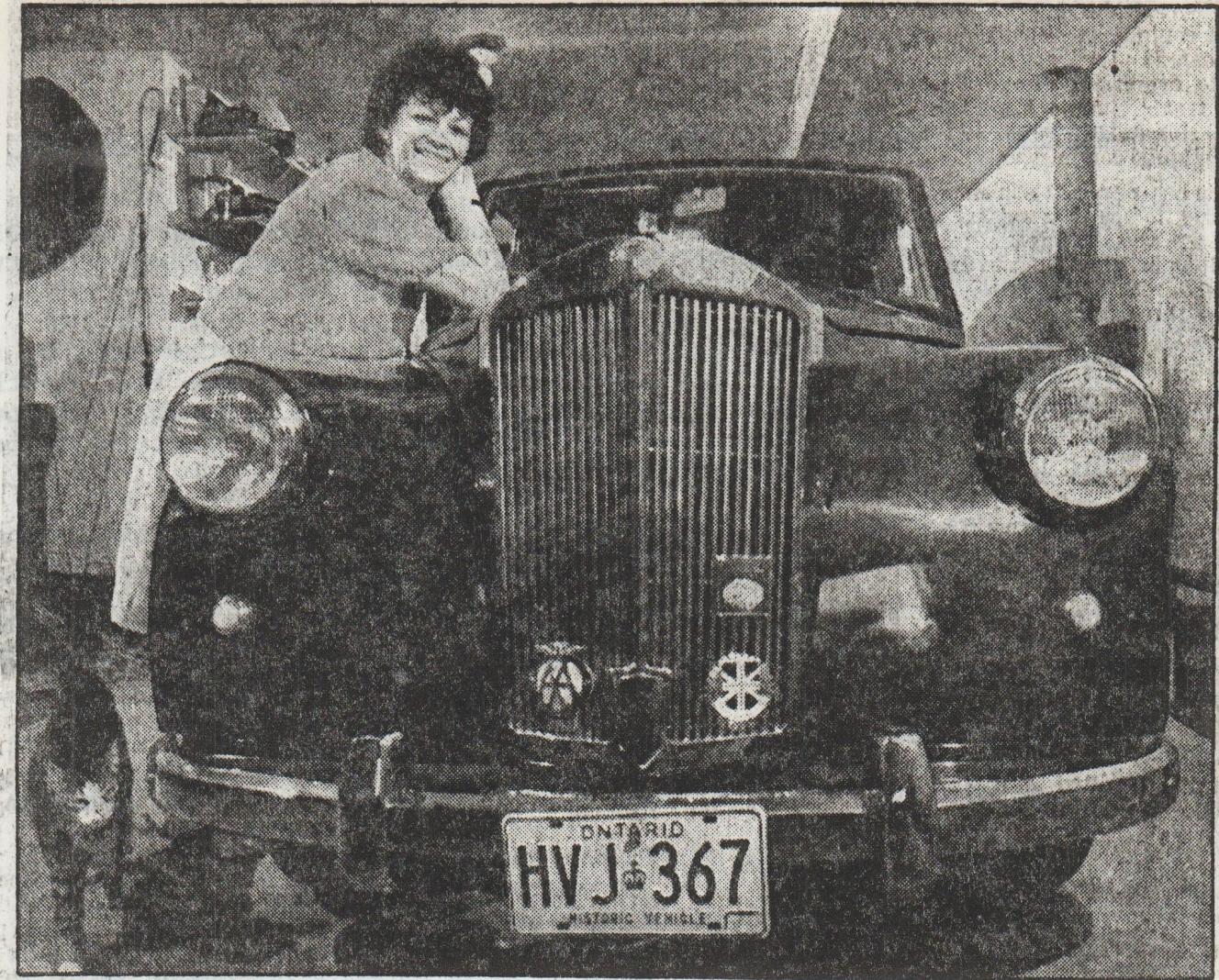
□ Administrative assistant Arlene Rostron, 45, owns one of the 300 Mayflowers left in the world. Made by the British car maker Triumph for only three years — 1951, 1952, 1953 — Rostron's "Flower" is unique, endangered — and beloved.

"That's because it's funny looking and goes jiggledy-jiggledy. I giggle

every time I get in it, and everyone who looks at it laughs," says Rostron. The car cost her \$75 eight years ago. She's since spent about \$4,000 on parts and hours of labor on its restoration.

Today's women car buyers are noted for their purchasing power.

"Women can make or break a model of car," says Curran, noting that more than 70 per cent of the owners of the Nissan Pulsar and more than 60 per cent of the Buick Skylark owners are women. "Women have also had a long love affair with Mustangs."



Female market

But women now influence more than 80 per cent of all new car purchases, says Carol Koby, a Middleton, Wisc., public relations consultant who specializes in advising car manufacturers and dealerships on how to tap the female market.

"If you don't sell to the woman, you don't sell the car," she says. "Yet being

ignored is one of women's biggest problems."

Many car salesmen still believe a woman goes into a dealership looking for "husband material," not vehicles, Koby says.

They're wrong. Women are the biggest growth market for car manufacturers, say industry experts. In Ontario, there are now about 2.4 million licensed female drivers, 43.7 per cent of all licensed drivers, according to CAA statistics.

But, as with most other material things in life, women are still playing catch-up with men, says Koby.

"Traditionally, because they have made less money (than men), women have bought more economical cars. However, they were also paying a greater percentage of their income on cars than men and they are now beginning to look on cars as an extension of themselves the same way they would select their professional attires — as a

representation of their position. The way men do," says Koby.

"Women are now starting to go for more pizzazz; sportier models of cars. I predict the greatest growth in car sales to women will be when they buy more options. More toys. A car will be more than transportation for them. It will also be a professional toy."

Years ago — in 1956 — Chrysler produced a Dodge prototype strictly for women. It was called La Femme; it came in pink and other pastels; it was a flop.

Now Chrysler knows better, according to information manager Walt McCall. "We're paying a hell of a lot more attention to the women's market now."

Consequently, their Magicwagon minivans have low rear-end loading doors, step-in levels eight inches lower than usual and only one inch higher than the K cars that have been designed for women, says McCall.

"We've found women drivers don't want a totally different car," says Jim Hartford, Ford's public relations manager. "And the changes we have made reflect a need, as opposed to cosmetics like lace upholstery."

Funny girl:

"Flower," Arlene Rostron's 1951 Mayflower, is her pride and joy, despite the fact that its restoration has cost her more than \$4,000.

Vanity mirrors

Within the past few years, Ford has redesigned door handles so women don't tend to rip their longer fingernails as often. They've repositioned the angle of the gas pedal to better accommodate high heels, put vanity mirrors on visors on the driver's seat as well as on the passenger side, re-thought the seat design to give better support to backs of legs, and added options that light the car's interior the instant the outside door handle is touched. Other car manufacturers are doing the same.

A car is becoming a personal statement for women, industry-watchers say.

WANTED

WANTED

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Yes, Dear Member, we need You and Your MAYFLOWER at the BRISTOL INDUSTRIAL MUSEUM on SUNDAY 5th OCTOBER in a Joint Project between the MUSEUM and the TRIUMPH MAYFLOWER CLUB.

You will see below an article concerning the Oldest Steam Tug still in existence; this Tug has been restored and it was felt by the COMMITTEE and MEMBERS present at this year's A.G.M. that it would be a worthwhile project to find out about a Joint venture to promote our CLUB and also the MUSEUM.

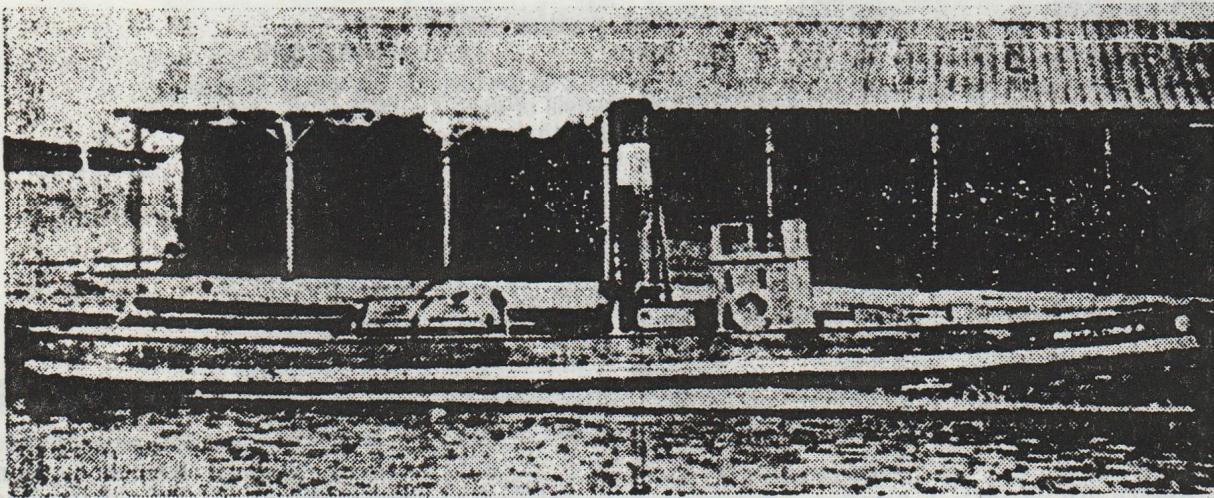
Former CHAIRMAN of the Club, Phil Hall, has done all the ground work; now it is up to You to come and support it.

The BRISTOL INDUSTRIAL MUSEUM is just off the City Centre, next to the LIFEBOAT MUSEUM. The time pencilled in, is to be at the MUSEUM by 2 o'clock.

The date once again is 5th October.

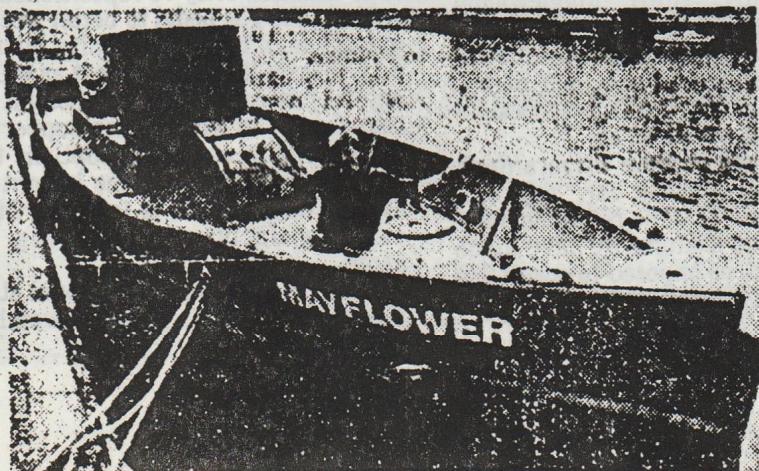
If you are sure you are able to come, please write and confirm to:-

P. J. Hall
75 Morley Road
Staple Hill
BRISTOL BS16 4QY
Avon



The Mayflower, built at Hotwells in 1861, was bought for £3,500 and returned to the city in 1981.

The Mayflower, pictured under steam in its heyday.



ABOVE: Andy King on board the hulk of the boat as restoration gets under way. RIGHT: The tug as it approaches completion.

USED SPARES

The extensive collection of used spares accumulated by Frank Lane is now safely gathered in and ready to be offered to members. Following the stop press in the previous Flower Power I have had several requests which have been dealt with, and those members attending the annual rally had first choice of some better items collected from Wantage on the third and final removals trip.

The following is a list of some of the items available:-

2 off Complete Crankcase, crankshaft, pistons, timing chain, etc.
 2 off Stripped Crankcase
 2 off Crankshaft
 3 off Flywheels
 3 off Camshafts
 4 off Exhaust manifolds
 2 off Distributors
 6 off Generators
 2 off Petrol Pumps
 7 off Starter motors
 7 off Cylinder heads, some good, some usable
 3 off Carburettors
 7 off Radiators
 1 off Export model Air Filter Oil Bath type
 4 off Windscreen
 2 off Rear window large type i.e. after 1950
 2 sets Rear seats (fawn vinyl, red leather)
 1 off Steering wheel
 3 off Interior lights
 3 off 3 in 1 dials. Thermometers tube broken
 3 off Speedometer and cable
 13 off Gearboxes
 1 off Front coil spring
 2 off Front suspension units less springs
 4 off Rear road springs
 4 off Rear Axle assemblies
 6 off Prop shafts
 2 off Grille panels (L/R)
 6 off Usable tyres 560 x 15; 590 x 15
 3 off Wheels
 3 sets Brake Shoes some unused
 2 off Front Hubs
 1 pr Bumpers (Rusty)
 2 off Boot panels
 1 off Front Window rubber
 4 off Trafficator arms
 1 pr Headlight chrome bezels
 2 off Bonnets
 8 off Assorted quarterlights
 1 set Window glass
 Several boxes of handles, knobs, bulbs, nuts and bolts etc.

This is by no means a complete list and there are many items which are still buried in boxes, and yet to be sorted, cleaned etc. Unfortunately there are no bonnet handles or radiator grille shells but I hope to be stripping another 'Flower ex scrap yard very soon and these items may become available.

Please phone 0643 84253 only between 7pm-9pm weekdays and anytime at weekends for prices, availability etc.

1986 JOINT RALLY WITH TROC - BURFORD

The weather early on was rather disappointing - dry but very overcast and threatening to rain at any moment. This it did later on in one very brief and light shower. By the middle of the afternoon, however, when festivities were in full swing, we were blessed with a mini heat-wave which sent us all home in good spirits so that the traffic jams we sat in (or some of us!) were that much more tolerable.

The day started with us waiting patiently for the grounds to open at 10.00 am. John Oglesby had trailed one of his (blue) Mayflowers to the ground because his best one was being resprayed - or some such major operation was being performed.

Another member had disappeared en route having set out before his wife who waited patiently outside the gates for him wondering where he had got to! For some time it looked as though John Oglesby's trailed Mayflower would be the club's sole representative of the marque and we watched dejectedly as Renown after Renown rolled on to the site. However our spirits rose as Ron Hagger and Graham Keeling's cars appeared to keep John's car company. Much much later Harvey Woods did arrive none the worse for wear having made a brief unscheduled detour.

The site was extremely civilised - being in beautiful countryside with wild animals in the near vicinity and no sheep or cow droppings to attract unwelcome visitors - a vast improvement on Blenheim Palace in the latter respect!

The final count was 21 Renowns plus 4 Mayflowers these being:-

NXA 806	Comet Blue	- John Oglesby
AEX 717	Black	- Harvey Woods
NOK 656	Cream/Maroon	- Graham Keeling
PMV 97	Deep Green	- Ron Hagger

After lunch the driving test was attempted by all and sundry, the winners being:-

1st TROC member	Paul Manning	NRL 546
1st TMC member	John Oglesby	NXA 806
1st Visitor	? in 1932 Triumph Pillarless Saloon?	

The T.M.C. Concours judging was as close as usual. Massive amounts of points were deducted from Ron Hagger's car when dust was found behind the nearside overide. Seriously, Ron and his wife are to be congratulated on the splendid condition in which they present their car. It is a superb advert for the club and any club member who has not seen it must make the effort next year.

There then followed the children's games, the older children's games (adults to you) and finally the prize giving at which John Gogay was awarded the Chairman's prize for sterling service to the club; Ron Hagger the concours 1st prize; Harvey Woods the runner's up prize; John Oglesby the TMC driving test prize.

Also present was our newly appointed Second Hand Spares Secretary with a van full of assorted greasy bits which were sorted and prodded by everyone. Several useful items were purchased by the members present, and it is hoped to supplement this service at future rallies.

In conclusion a good day was had by all and it was encouraging to see 3 different cars join Ron Hagger's at the National Rally apart from the other old faithfuls who unfortunately could not attend this year. It was also good to see Paul Norton, Terry Gordon and Phil Hall who attended "carless" and it would be nice to see some more new faces!

*** *** ***

LUCAS PARTS FOR MAYFLOWERS

<u>Part</u>	<u>No.</u>	<u>Also used on Vehicles listed</u>
Contact Points	DSB122	16HP Dolomite 1939 1800 Saloon 1946-48 2000 Saloon 1949 Roadster 1949 Renown 1950-53 Vanguard 1948-53
Rotor Arm	DRB101	Herald 1959-70 Renown 1953-54 TR2 1955-56 TR3 1956-62 TR4 1962-67 1300 1966 1300-TC 1966-70 2000 Saloon 1949 2000 Saloon 1964-66 (L.C.) All Standards from 1954 '8' to 1962 Vanguard except Vanguard 1950-53
Ignition Coil	DLB101	All Standard Triumph models from 1934 Gloria to 1970 2000

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Shaun Spooner desperately needs volunteers to help man the entrances for Stir '86. Please contact Shaun if you are able to help in any way. It is hoped that Dave Toguri will be able to attend the Brighton Classic Car Show, with his 'Flower. Any other volunteers to stand by as reserves should contact Shaun.

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October 18, 1950.

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The Motor

BRITISH CARS

UNITED KINGDOM CURRENT PRICES

October 18, 1950

The DATES refer to the issue of "The Motor" in which the cars were fully described and illustrated

	Total Price	basic Price		Total Price	Basic Price
A.C. (20.10.48)			HUMBER (Hawk, 27.9.50; Super Snipe and Pullman, 23.8.50)		
2-litre Saloon ...	£1377 9 0	£1059	Hawk ...	£799 7 3	£625
Sports 5-seater ...	£1428 3 0	£1092	Super Snipe ...	£1144 7 3	£895
ALLARD (19.4.48; J-type, 24.8.49)			Super Snipe Touring Limousine	£1240 3 11	£970
Chassis (except J-type) ...	—	£670*	Pullman Limousine ...	£1783 5 0	£1395
K.2 Two-seater ...	£1214 12 10	£950	Imperial Saloon ...	£1783 5 0	£1395
J.2 Two-seater ...	£1342 8 4	£1050	JAGUAR (6.10.48; X.K.120, 27.10.48; Mk. VII, 18.10.50)		
Saloon ...	£1277 5 0	£995	3½-litre Mk. V Saloon and Drophead Coupé ...	£1263 3 11	£988
ALVIS (15.3.50; 18.10.50)			3½-litre Mk. VII Saloon ...	£1275 19 6	£998
3-litre Saloon ...	£1597 19 5	£1250	3½-litre X.K.120 Sports 2-seater ...	£1263 3 11	£988
3-litre Tickford D.H. coupé ...	£1597 19 5	£1250	JENSEN (21.9.49)		
3-litre Special Sports Tourer ...	£1597 19 5	£1250	Chassis (Saloon) ...	—	£1300*
ARMSTRONG SIDDELEY (27.10.48; Whitley, 21.9.49; Limousine, 18.10.50)			Saloon ...	£2333 19 6	£1826
Hurricane Coupé ...	£1246 11 8	£975	Interceptor Cabriolet ...	£1641 8 4	£1284
Lancaster Saloon ...	£1272 2 9	£995	JOWETT (21.5.47; Jupiter, 8.3.50)		
Whitley Saloon ...	£1246 11 8	£975	Jupiter Chassis ...	£671 11 8	£525
Limousine ...	£1757 13 11	£1375	Jupiter 3-seater Convertible ...	£1086 17 3	£850
ASTON MARTIN (12.4.50)			Javelin Saloon ...	£761 0 7	£595
D.L.2 Aerodynamic Saloon	£1914 17 3	£1498	Javelin Saloon de Luxe ...	£888 16 1	£695
D.B.2 Drophead Coupé ...	£2042 12 9	£1598	LAGONDA (8.9.48)		
AUSTIN (A.40, 13.10.48; A.40 Sports Convertible, 18.10.50; A.70, 18.10.50; A.90, 15.9.46; A.90 Saloon, A.125 Limousine, 21.9.49; 4-litre, 12.3.47)			2½-litre Saloon ...	£2396 11 8	£1875
A.40 Devon Saloon ...	£501 12 10	£392	2½-litre Drophead Coupé ...	£2489 17 3	£1948
A.40 Devon Saloon (Sliding head) ...	£505 9 5	£395	LANCHESTER (18.10.50)		
A.40 Sports ...	£633 5 0	£495	Fourteen Saloon ...	£1144 7 3	£895
A.70 Hereford Saloon ...	£686 18 4	£537	LEA FRANCIS (31.8.49)		
A.70 Hereford Saloon (sliding head) ...	£697 2 9	£545	14-h.p. Four-light Saloon ...	£1380 15 0	£1080
A.70 Hereford coupé ...	£856 17 3	£570	14.7-h.p. Six-light Saloon ...	£1636 6 1	£1290
(power-operated head) ...			14-h.p. Estate Car ...	£1277 8 4	£960
A.90 Atlantic Convertible (power-operated head) ...	£882 8 4	£690	2½-litre Sports 2-seater ...	£1393 10 7	£1090
A.90 Atlantic Convertible (power-operated head) ...	£914 7 3	£715	LLOYD "650" (11.6.47)		
A.90 Atlantic Sports Saloon	£952 13 11	£745	Four-seater Roadster ...	£499 1 8	£390
A.125 Sheerline Saloon ...	£1016 11 8	£795	THREE-SEATER TOURER	£1235 15 0	£950
A.125 Sheerline Limousine ...	£1597 19 5	£1250	M.G. (T.D., 18.1.50; ½-litre, 14.5.47)		
A.135 Princess Saloon ...	£1949 7 3	£1525	T.D. Midget ...	£569 7 3	£445
A.135 Princess Limousine ...	£2109 1 8	£1650	½-litre Saloon ...	£671 11 8	£525
BENTLEY (14.9.48)			MORGAN (18.10.50)		
4½-litre Chassis ...	—	£2145*	Plus Four 2-seater ...	£652 8 4	£510
Standard Saloon ...	£3674 7 3	£2875	Plus Four Drophead Coupé ...	£722 13 10	£565
Park Ward Drophead Coupé	£4913 16 1	£3845	MORRIS (27.10.48 and 18.10.50)		
Park Ward Fixed Head Coupé	£4786 0 7	£3745	Minor Saloon (2-door) ...	£382 16 1	£299
H.J. Mulliner Saloon ...	£4881 17 3	£3820	Minor Saloon (4-door) ...	£420 16 1	£335
Young 2-door Saloon ...	£5008 7 3	£3919	Minor Tourer ...	£382 16 1	£299
FRISTOL (401, 24.11.48)			Oxford Saloon ...	£546 7 3	£427
Chassis ...	—	£1250*	Six Saloon ...	£671 11 8	£525
Type 401 Saloon ...	£2460 9 5	£1925	RENAULT (4.2.48)		
CITROËN (29.9.48)			7.5-h.p. Saloon ...	£473 10 7	£370
Light Fifteen Saloon ...	£761 0 7	£595	RILEY (22.9.48)		
Light Fifteen Saloon (sliding head) ...	£773 16 2	£605	½-litre Saloon ...	£913 1 8	£714
Six-cylinder Saloon ...	£1131 11 6	£885	2½-litre Saloon ...	£1224 17 2	£958
Six-cylinder Saloon (sliding head) ...	£1146 18 4	£897	2½-litre Drophead Coupé ...	£1240 3 10	£970
DAIMLER (20.10.48; Consort, 14.9.49)			ROLLS ROYCE (10.4.46)		
2½-litre Consort Saloon ...	£1623 10 7	£1270	Silver Wraith (Chassis) ...	—	£2195*
2½-litre Special Sports ...	£2102 13 11	£1645	H. J. Mulliner Sedanca-de-Ville ...	£5246 0 7	£4105
27-h.p. Windover Saloon ...	£2985 12 10	£2336	Touring Limousine ...	£5297 2 9	£4145
Straight-eight Hooper Limousine ...	£4115 3 11	£3220	7-seater Limousine ...	£5469 12 9	£4220
FORD (27.10.48; Consul and Zephyr, 18.10.50)			Saloon ...	£4984 1 8	£3900
Anglia (8-h.p. Saloon) ...	£329 2 9	£257	7-seater Limousine ...	£5188 10 7	£4060
Prefect (10-h.p. Saloon) ...	£396 16 3	£310	Hooper Touring Limousine ...	£5297 2 9	£4145
Prefect (leather upholstery) ...	£412 16 8	£3225	ROVER (28.9.49)		
Consul Saloon ...	£531 0 7	£415	"75" Saloon ...	£1106 0 7	£865
Consul (leather upholstery) ...	£547 0 0	£427½	SINGER (20.10.48; Roadster, 14.9.49 and 18.10.50)		
Zephyr-Six Saloon ...	£607 13 11	£475	Nine Roadster ...	£575 15 0	£450
Zephyr-Six (leather upholstery) ...	£624 18 11	£488	S.M. "1500" Saloon ...	£799 7 3	£625
Pilot V8 Saloon ...	£780 3 11	£610	STANDARD (28.9.49)		
Pilot (leather upholstery) ...	£796 3 4	£622½	Vanguard Saloon (Vynide) ...	£658 16 1	£515
FRAZER-NASH (4.2.48 and 20.10.48)			Vanguard Saloon (leather) ...	£674 15 6	£527
Le Mans Replica ...	£2236 17 3	£1750	SUNBEAM-TALBOT (20.9.50)		
Mille Miglia Model ...	£2556 6 2	£2000	"90" Saloon ...	£991 0 7	£775
Cabriolet ...	£3195 3 11	£2500	"90" Convertible Coupé ...	£1054 18 4	£825
HEALEY (16.1.46)			TRIUMPH (28.9.49 and 18.10.50)		
Chassis ...	—	£850*	Mayflower Saloon ...	£505 9 6	£395
Tickford Saloon ...	£1853 10 7	£1450	Mayflower Drophead Coupé ...	£575 15 0	£450
Abbot Drophead Coupé ...	£1917 8 4	£1500	Renown Saloon ...	£991 0 7	£775
Saloon ...	£505 9 5	£395	Roadster ...	£1246 11 8	£975
Drophead Coupé ...	£601 6 1	£470	VAUXHALL (Wyvern, 25.8.48; Velox, 7.9.49)		
H.R.G. (6.10.48)			Wyvern ...	£479 18 4	£375
1100 Sports 2-seater ...	£1003 16 1	£785	Velox ...	£550 3 11	£430
1½-litre Sports 2-seater ...	£1086 17 3	£850	WOLESELEY (27.10.48)		

*P.T. calculated on complete car. No responsibility or accuracy is implied or accepted by "The Motor."

FRAZER-NASH SWEEPS THE BOARD AT SHELSLEY WALSH

3 Fastest Sports Cars of the Day

Irrespective of Capacity

Another brilliant success by Frazer-Nash private owners, competing against works entered and driven cars of up to 4½-litres capacity.

Frazer-Nash Team:

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T. A. D. CROOK - - - 44.10 secs.
E. J. NEWTON - - - 44.46 secs.

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Trophy for Fastest Production Car.
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(New class record)

Ist. 2nd and 3rd.
General classification (on times).

FRAZER-NASH CARS ISLEWORTH MIDDLESEX

BROWN'S OF LOUGHTON - - - ESSEX - - -

CARS FOR SALE

1948 VAUXHALL, 12 h.p. Saloon de Luxe	..	£725
1948 RILEY, ½-litre Saloon de Luxe	..	£685
1939 AUSTIN, 10 h.p. Cabriolet	..	£425
1939 HILLMAN, 10 h.p. Saloon	..	£305
1939 DAIMLER, 2½-litre Saloon	..	£200
1939 AUSTIN, Big Seven Saloon de Luxe	..	£335
1939 FORD PREFECT, 10 h.p. Drophead four-door Coupe	..	£395
1938 ALVIS, 12/70 Sports 4-seater	..	£325
1938 MORRIS, 10 h.p. Saloon de Luxe	..	£375
1938 FORD, 8 h.p. Saloon de Luxe	..	£335
1938 M.G. ½-litre Saloon de Luxe	..	£225
1937 ROVER, 16 h.p. Saloon de Luxe	..	£465
1937 LANCHESTER, 11 h.p. Sports Saloon de Luxe	..	£465
1934 HILLMAN, 10 h.p. Saloon de Luxe	..	£175

BROWN'S GARAGE HIGH RD., LOUGHTON - - - ESSEX - - -

Hours of Business, 9 a.m. to 9 p.m.
Telephone: Loughton 4119, 3938 (5 lines)
3 minutes Tube Central Line

Supplement to the Standard Car Review, November, 1949

SHOWTIME SOUVENIR



A NEW MAYFLOWER IS LAUNCHED
1950 MODELS INTRODUCED

FOR SALE

ITEM 1

1953 Mayflower 57,000 miles, 2 owners, original log book, new brake system, black respray, new carpets. Has been standing for several years since owner died. Offers in the region of £900 to Mrs E. Emerson, 296 Bitterne Road, Southampton SO2 4BQ, tel: 0703-225240.

ITEM 2

The following letter is from M. J. Taylor, 64 Oatlands Road, Shinfield, Reading RG2 9DN, tel: 0734-883038.

I have a Mayflower which I wish to sell and wonder whether you may wish to publicise this to your members. I purchased the vehicle some years ago with a view to restoring it; however, it is a project I have never commenced.

The car would form a very good basis for restoration. It is complete and basically sound but not running. The major bodywork requiring attention, as always, is the sills; however the chassis rails and all structural parts are sound.

It was first registered in 1952 and has leather upholstery. The reg. number is HJB 187 and has been logged on the Swansea computer ready for re-use.

I wish only to recoup my original outlay and would therefore be looking for about £150. If anybody should be interested before I make other arrangements to sell the car, I should be pleased to hear from them any time after the 23rd August 1986.

ITEM 3

B. H. G. RICHARDS of Netherbury, Bridport, Dorset, tel: 030888-288 and 030888-211 has a Mayflower in his dismantlers.

ITEM 4

Mike Moody of 6, The Houses, Aston Road, Bampton, Oxford OX8 2AQ, tel: 0993-850605, has a Mayflower for which he would like £140 - probably a non-runner.

*** *** *** ***

If any member has any used and useful bits which he would like to dispose of through the club please phone Second Hand Spares Secretary. Several items have been requested by members i.e. bumpers, rusty or not, overiders, front coil springs etc. Tel: 0643 84253.

STOP PRESS ITEM

FOR SALE:- Mayflower 1952, registration 439 HYO, dark green. Body reasonable, engine needs attention; not on road since 1978. £175 o.n.o. Apply to:- P. J. Hall, 75 Morley Road, Staple Hill, Bristol BS16 4QY (Buyer collects).

WOTS YOURS CALLED?

Some time ago Peter, our revered Chairman, suggested I should write a piece about the names inflicted on cars, official and unofficial - no, he meant the printable ones, not the passing endearments so colourfully employed when you've just dropped that very tiny and very important bit down in amongst.

But I'm rather chary of the subject. Is it of too trifling a nature to be of interest to all you practical and mechanical genii, you dedicated yesterday-a-chicken-coop-today-a-concours-winner types?

Still, a Chairman's behest must be heeded - so here goes.

The reasoning behind the labels on most cars is pretty obvious; and from time to time pretty boring. M.M.C. for instance - the Motor Manufacturing Company. I ask you! Some names are plain and logical; everyone knows that Rolls-Royce, Ford, Bugatti and Citroën are just the originators. Other people got in on the act too, people who were nothing to do with the manufacturing process - like Daimler's daughter Mercedes, and Pontiac, an Indian Chief. Presumably the car was equally durable and dignified; because quite apart from bearing the maker's identification, cars were named to be sold.

So, the Adler was hopefully swift as an eagle - and there's another one, Swift. Not to mention Swallow, Hawk, Kestrel, Falcon - and even Robin. Travelling like a bird must be smooth, comfortable, and light on petrol!

For the animal kingdom there is of course the proud, snarling speed of the Jaguar - very macho - the tireless bounding of the Gazelle (do they bound?) and the popular and faithful Rover, obviously named for man's best friend (I wonder if I've got that quite right?)!

The Velox is fast, the Zephyr goes like the wind, the Javelin speeds to its target, and the Zodiac will go round the world. The Torpedo is unstoppable - but don't think that one through. Exploding upon arrival is not what is wanted of the family car.

Imps and Elves invoke the supernatural to keep your garage bills down, while Ghosts, Wraiths and Phantoms, silver or otherwise, can be relied upon for silent, effortless travel. For those of us not in the silent, effortless travel bracket there is the cheap and reliable Wagen built for the general run of cack-handed, non-technical, simple-minded Volk; or the Trojan, a small, family car into which, I suppose, you can pack more bodies than would seem possible to those not in the know.

Some names, of course, do not work as well as others. A Bean, for instance, is not an inspiring mode of transport (remember, I'm speaking only of names. Myself, I rather like the Bean.). And Standard is fine if you envisage a flag proudly flying - but to most people doesn't standard mean average, conventional, even mediocre?

And what of Dolomite? Did they mean that it had all the subtle design features of a chunk of rock? The mobility of a mountain? Or just that its edges were likely to crumble?

But enough of this and no word about the Mayflower. Why Mayflower? Well, no-one seems willing to be dogmatic, but Triumph (now there's a name!) did rather go in for marine labels. Anyone with a Winter '76 copy of Flower Power will see it stated there that both the Renown and the Vanguard were named for ships, and obviously Ensign and Pennant were along the same lines, while also tying in rather well with the Standard theme.

But to bring it even closer to home, what do you call your car?

Or don't you? Peter thinks that most men don't, and that's the majority of club members; though a friend of mine called his Mayflower Maisie, and a back number of Flower Power reveals a 1933 Hillman called George by its (also male) owner. But flicking through further copies I can only find a Mayflower called Samantha (owned by a feller, but probably christened by a previous lady owner) and one called Tracey, this one definitely a lady's car. And that's it. Two more friends of mine have a Morris Minor known as The Duchess and another called Boris, but they are both female. So, is Peter right?

It is, of course, a Chairman's prerogative.

My car? Well, if you look at Issue 34 of Flower Power you'll see that Peter and Malcolm between them conspired to broadcast my private correspondence to the world; and if you bother to plough through it (they might at least have printed a précis!) you'll find on p.8 that my Mayflower is called Speedwell; and on p.10, why.

Cynthia Lydiard Cannings.

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Ed:-

As you will read from the subsequent article taken from the November 1949 edition of the Standard Car Review it may be that the name 'Mayflower' was nothing more than a whim of Lady Black!!!!....

Many thanks to Malcolm for his assistance and of course to Tom Robinson for doing the hard work again.

PRESS and TRADE CONVENTION

Sir John Black introduces the Triumph Mayflower and outlines the Company's 1950 Programme. 1949 compared with 1939.

MEMBERS of the Press and Distributors of The Standard Motor Co. Ltd. foregathered at the Banner Lane factory on 23rd September for a pre-view of Standard and Triumph cars as planned for 1950.

The cars were displayed in a specially prepared section of the main dining hall at the Banner Lane factory. Before the new models were inspected Sir John Black addressed the visitors.

In the course of his speech he first gave the following interesting details regarding the past year's trading :

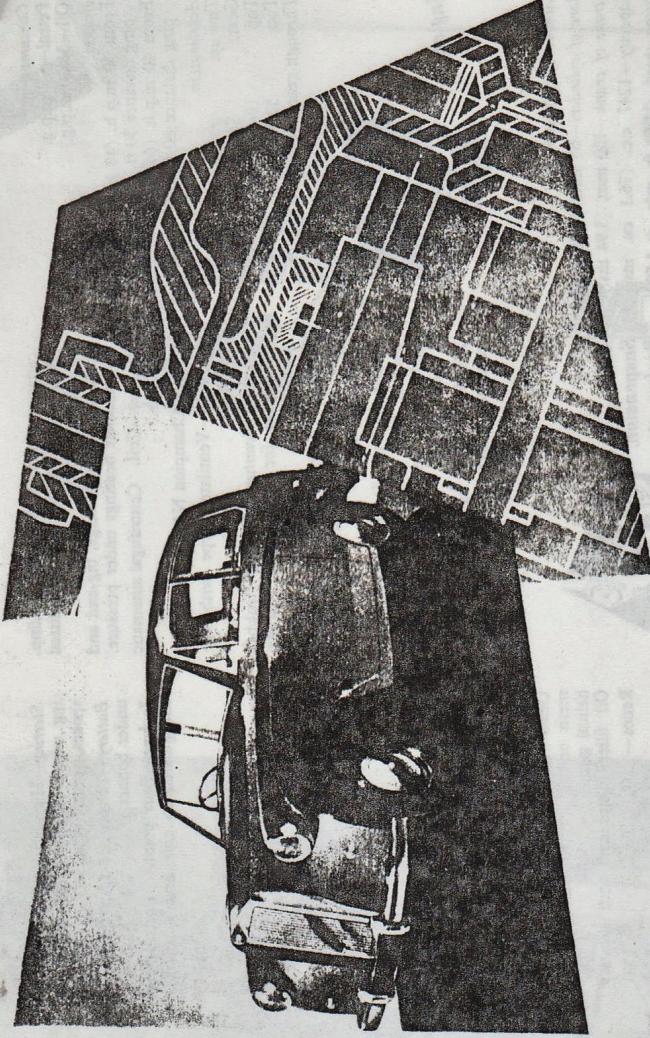
"First of all then a few comparative figures between pre-war and last year. Our turnover in 1939 was six million pounds—last year it exceeded thirty-one millions. We produced 50,000 vehicles in 1939 and last year 97,000. Our best export year before the war was 7,000 vehicles and in the last twelve months we exported 60,000 valued at over twenty million pounds.

During the year, the output of Vanguards has steadily increased and is still increasing and these models have now established themselves in every country throughout the world with which we are free to trade. With the various improvements that we have effected in our 1950 models, to which I shall refer later, we anticipate increasing our overall export, providing there is a relaxation of restrictions in certain countries."

TRACTOR PRODUCTION

Before proceeding with further details of the car side, Sir John referred to the production and sale of tractors.

"I must make some reference to the production and sale of tractors. The actual demand for tractors is just as great as ever and I am confident that when trade agreements with overseas countries have not only been concluded, but have been put into effective action, we shall be able to increase the output of the Ferguson tractor once again. In the meantime, the sales organisation, Harry Ferguson Ltd., are doing all they can to open up new markets by educating farmers



THE TRIUMPH MAYFLOWER SPECIFICATION

Height (unladen) 5' 2" Maximum torque 702 lb. in. at 2,500 r.p.m., equivalent to 11.6 lbs. sq. in. D.M.C.P.

Weight—dry (excluding extra equipment) 1.57 metres B.H.P. per sq. in. piston area—1.96. Peak piston speed ft. per min.—

Weight—complete (including tools, fuel, oil and water) 17 cwt. 3,000 at 4,560 r.p.m. Piston area sq. in. per ton, dry 22.75.

Fuel tank capacity 915 kg. Brake lining area sq. in. per ton, dry 106.

Tyre size 37 litres Top gear m.p.h. per 1,000 r.p.m. 14.42. Top gear m.p.h. at 2,500 ft. min. piston speed 55.

Maximum speeds— Gear. Km.P.H. M.P.H. Litres per ton-mile, dry 3,040.

General Dimensions

Gear. Top 65 105. 2nd 40 64. 1st 18 29.

Engine R.P.M.—Road speed. Gear. at 10 km.p.h. at 10 km.p.h.

Overall dimensions— Length (normal) 13' 0" Top 690 430. Length (boot lid open) 4 metres 2nd 1160 720. 1st 2460 1530.

Road Speed at 1,000 Engine R.P.M. Gear. Reverse 630 1770. Top 14.42 m.p.h.; 2nd 8.63 m.p.h.; 1st 4.07 m.p.h.; Reverse 3.52 m.p.h.

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Wheebase 7' 0" Concluding, Sir John said : "The overall length is 13 feet, and it has a speed of over sixty-five miles per hour, with an acceleration in top gear from ten to thirty miles per hour in 12 seconds."

Mayflower and in presenting it to the world do so with the same spirit of enterprise which prompted the Pilgrim Fathers to sail in the original 'Mayflower' exactly 329 years ago, to what is now known as the United States of America."

After members of the Press had inspected the cars, Mr. T. Wisdom, well known motoring correspondent of the *Daily Herald*, thanked Sir John on behalf of the Press.

Following the inspection of the new models by the Company's Distributors, Colonel R. E. Maude, O.B.E., replied to Sir John on behalf of those present. After discussing the improvements to the existing range he said : "Now we come to the Triumph Mayflower and indeed we should be a happy band of pilgrims. I think you should know that Lady Black christened this model—the name Mayflower was her inspiration. ■

NEW TRIUMPH MAYFLOWER

"And now, ladies and gentlemen, I come to the important development of our re-entry into the light car field. When a new model is first shown, it is essentially the designer's day

increase the output of the Ferguson tractor once again. In the meantime, the sales organisation, Harry Ferguson Ltd., are doing all they can to open up new markets by educating farmers

